Work on Shikohabad-Etawah Road

3207. SHRI ABU ASIM AZMI:
SHRI AMAR SINGH:

Will the Minister of SHIPPING ROAD TRANSPORT AND HIGHWAYS be pleased to state;

(a) whether it is a fact that only 8 per cent work on the 59 km. Shikohabad-Etawah stretch of Golden Quadrilateral Expressway has been completed so far;

(b) if so, the details thereof and what was the original date for the completion of this work along with the expenditure involved therein;

(c) by when the work on the said expressway would be completed and estimated expenditure likely to be incurred thereon; and

(d) the specific reasons for delay in this project?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) and (b)The work on Shikohabd-Etawah section of NH-2 commenced with effect from March, 2002 with scheduled date of completion, as per contract, as March, 2005. The contract was terminated on 09.06.2004 due to persistent neglect by the contractor. At the time of termination the cumulative progress was 8.87 per cent and expenditure was Rs. 30.60 Crores.

. (c) and (d) Necessary action to award the balance work through International Competitive Bidding has already been initiated by NHAI. The estimated cost of the balance work is about Rs. 295 crores. The work is targeted to be completed within 24 months from the date of commencement of the work.

Road Construction by Private Sector

†3208. SHRI RAM JETHMALANI:
DR. MURLI MANOHAR JOSHI:

Will the Minister of SHIPPING ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that from now onwards the construction of roads in the country would be done in the private sector;

(b) if so, the details thereof and when Government took the above decision;

† Original notice of the question was received in Hindi.

(c) whether it is also a fact that roads would be constructed by the public sector also as an exception to this decision;

(d) if so, the circumstances under which roads would be constructed by the public sector; and

(e) the decisions taken by Government regarding utilization of money being recovered by Government as taxes in the name of development or roads?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) No, Sir. However, to augment the resources required for development and maintenance of National Highways, the participation of private sector under Build, Operate and Transfer (BOT) mechanism with viability gap funding is being encouraged.

(b) to (d) Do not arise.

(e) Substantial amount of resources is required for development and maintenance of all cagegories of roads in the country. The cess on petrol and diesel charged for development of roads are for development of all categories of roads i.e. National Highways, State Roads, Rural Roads and safety works at unmainned railway level crossings. The amount allocated from this cess for the National Highways is also used for raising the resource; required for their development and maintenance.

Ferry service in Mumbai

†3209. DR. PRABHA THAKUR: Will the Minister of SHIPPING ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government propose to introduce a ferry service through sea for the residents of Mumbai to get rid of the day to < day difficulties due to more population and limited roads system in Mumbai;

(b) whether the Government of Maharashtra have given any proposal to the Central Government regarding introduction of ferry service through sea; and

.(c) the date on which the said proposal was for warded and the decision Government have taken or propose to take in this regard along with the details thereof?

† Original notice of the question was received in Hindi.